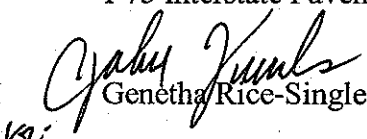


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. M003243, Dooly County **OFFICE** Preconstruction
CSNHS-M003-00(243)
I-75 Interstate Pavement Replacement **DATE** July 27, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers.
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Thomas Howell
David Millen
BOARD MEMBER
FHWA

4023

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSNHS-M003-00(243) Dooley County OFFICE Road Design
I-75 Interstate Pavement Replacement
P.I. # M003243 DATE January 25, 2007

FROM *Brent A. Story* *CAC*
Brent A. Story, P.E., State Road and Airport Design Engineer

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT Revised Project Concept Report

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The original concept called for the replacement of the center and outside lanes. The existing 10 foot wide paved inside and outside shoulders were to be replaced with 12 foot wide full depth paved shoulders. The median ditch was to be eliminated and replaced by a paved median and permanent concrete barrier. The revised concept proposes to replace the center and outside lanes. The inside shoulder is to remain 10 feet wide. The outside shoulder is to be widened to 12 feet. Both shoulders are proposed to be full depth asphalt. The proposed full depth paved median and permanent concrete barrier is to be replaced with a depressed median.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 2/2/07

Angela J. Alexander
State Transportation Planning Administrator

Distribution:

Brian Summers, Project Review Engineer
Harvey Keepler, State Environment/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Angela Alexander, State Transportation Planning Administrator
Jamie Simpson, State Transportation Financial Management Administrator
Thomas Howell, District Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose:

The proposed Project CSNHS-M003-00(243), in Dooly County, would provide for concrete lane replacement on Interstate 75 (I-75) from the Crisp/Dooly County line to C.R. 323/Pinehurst-Hawkinsville Road for a distance of approximately 11.3 miles. The existing inside travel lanes in both directions were constructed in 1992 when Interstate 75 was widened, while the existing center and outside lanes were constructed in late 1961 along this section of I-75. Today, the center and outside lanes in both directions are deteriorating and require frequent maintenance. According to the Federal Highway Administration (FHWA), pavements tend to deteriorate slowly in the first few years after construction, then at ever-increasing rates as they age. The FHWA has estimated that concrete pavements of the type found on the project corridor generally have an approximate 20 to 30-year life cycle, which has now passed. The current condition of the pavement suggests that I-75 will shortly require maintenance and repairs too frequently for cost effectiveness, maintenance of traffic flow, and safety. The Average Daily Traffic (ADT) along this section of the roadway for 2009, the projected year when the project will open to traffic, is 53,600 vehicles per day (VPD), and traffic levels are predicted to be at 79,600 VPD by 2029.

Further, the deteriorating pavement no longer meets current design standards for concrete roadways. The original concrete pavement is now 44 years old, and was constructed with a 10-inch surface layer of plain Portland cement concrete including an eight-inch granular sub-base and 12-inch Class IA or IB material base. Current pavement conditions preclude preservation or repair of the existing pavement, and reconstruction of the two lanes would correct several deficiencies currently found along the project corridor including:

1. Deteriorating pavement conditions that are unable to handle existing vehicular and truck traffic volumes;
2. Pavement that does not meet current design standards for the type and volume of traffic traveling the roadway;
3. Pavement that has passed its life-cycle; and increased wear-and-tear on vehicles, the comfort of travelers, and fuel consumption

Project location:

The project begins at Crisp/Dooly County line and ends at C.R.323/Pinehurst-Hawkinsville Road, for a total length of 11.3 miles.

Description of the approved concept:

PDP Classification: Major _____ Minor X

Federal Oversight: Full Oversight (X), Exempt (), State Funded (), or Other ()

Functional Classification: Rural Interstate Principal Arterial

US Route Number(s): N/A

State Route Number(s): 401

Traffic (AADT):

Current Year: (2009) 53,600

Design Year: (2029) 79,600

Proposed features to be revised:

Both the existing paved inside and paved outside shoulders will be replaced with full depth pavement, as well as being widened from 10 feet to 12 feet. The existing median ditch will be eliminated and replaced by paved median with permanent concrete barrier. The original concept also indicated that horizontal and vertical clearance variances would be required.

Describe the revised feature(s) to be approved:

The original concept proposed to widen the inside shoulder from 10 feet to 12 feet and replace the median ditch with a paved median and permanent barrier. The revised concept proposes to leave the inside shoulder at 10 feet wide but replace it with full depth asphalt. The revised concept also proposes a depressed median ditch in lieu of the paved median and permanent barrier. The project termini will remain the same. The revised concept does not include horizontal or vertical clearance requirements. ←

Updated traffic data (AADT):

Current Year: (2009) 53,600

Design Year: (2029) 79,600

Programmed/Schedule:

P.E. R/W: None Construction: September 2007

Revised cost estimates:

1. Construction cost including inflation and E&C,
2. Right-of-Way, and
3. Utilities

Is the project located in a Non-attainment area?

No.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.


Attachments:

1. Sketch Map
2. Cost Estimate
3. Project Description
4. Typical Sections

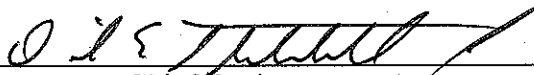
Concur: _____

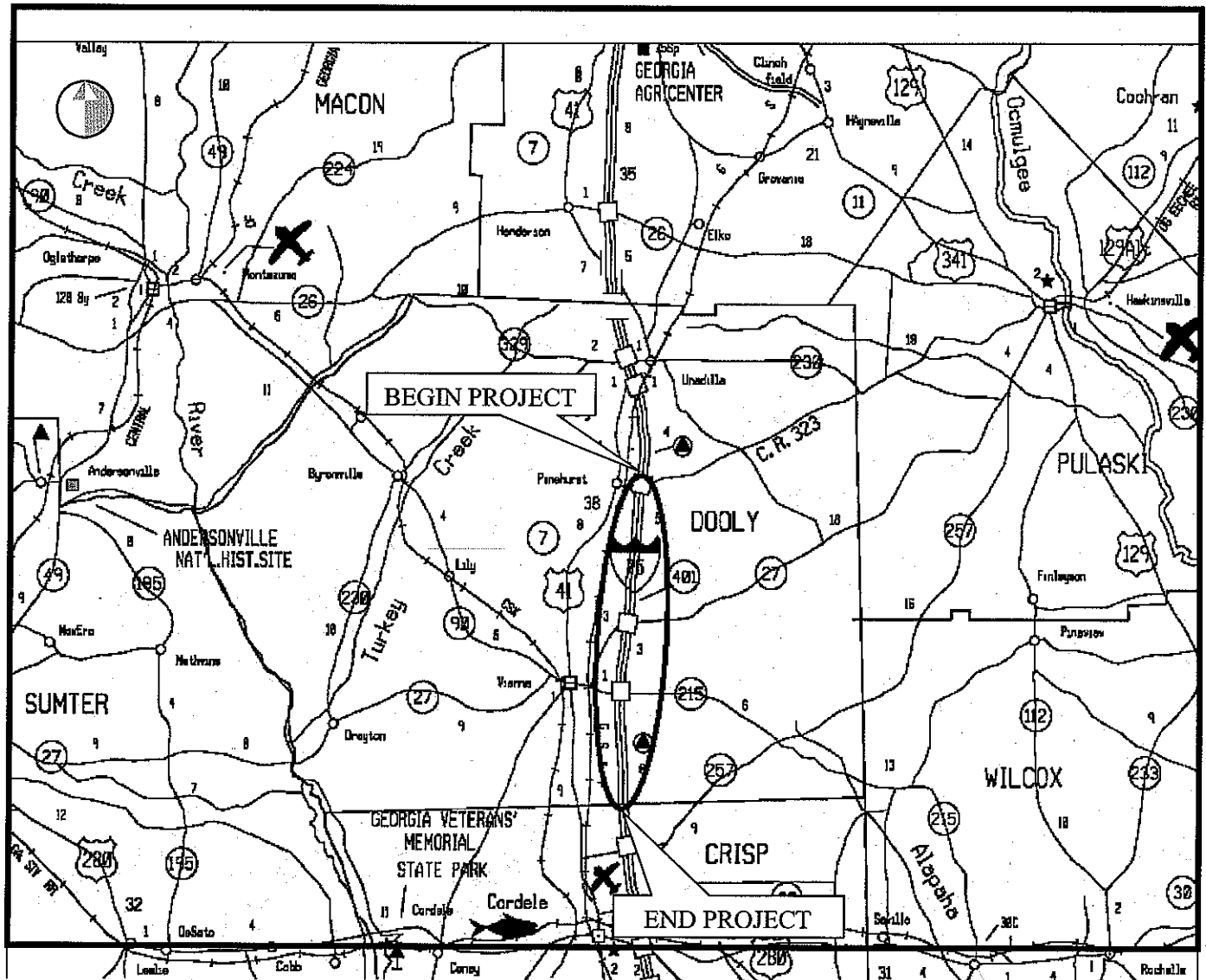

Director of Preconstruction

Approve: _____


For: Division Administrator, FHWA

Approve: _____


Chief Engineer



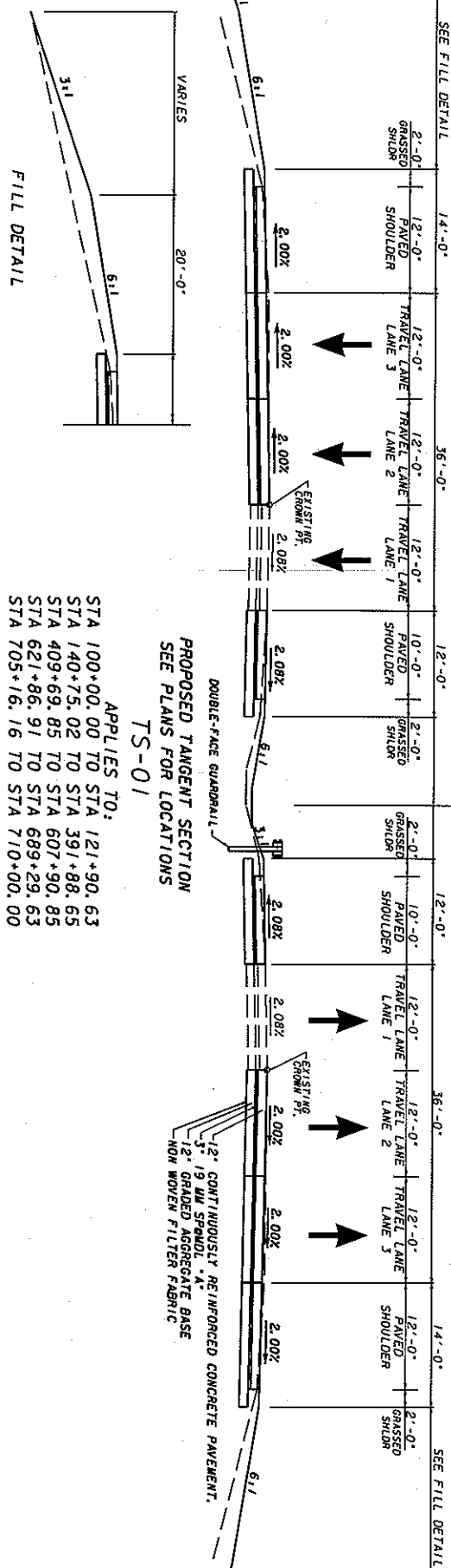
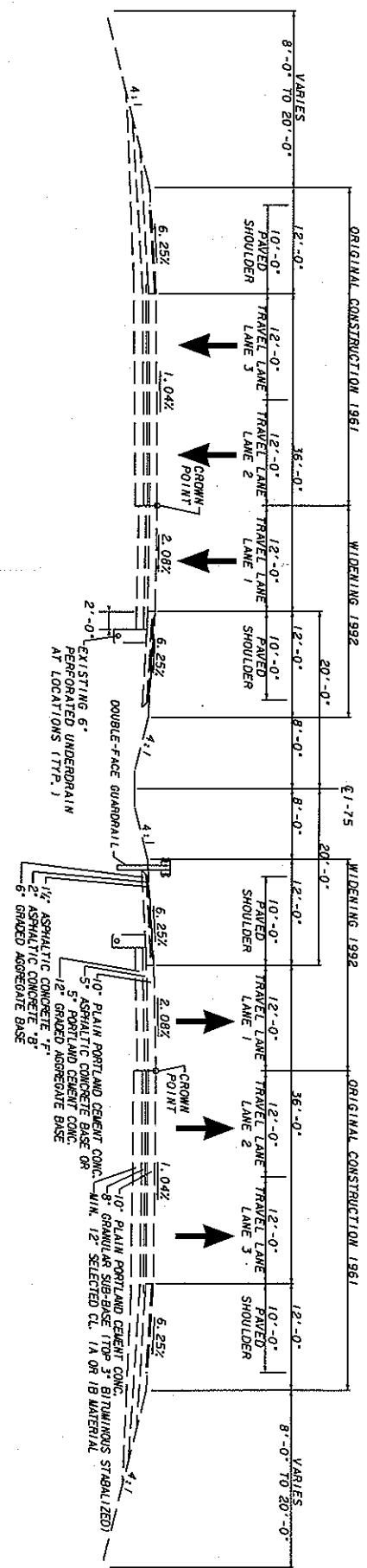
PROJECT LOCATION MAP

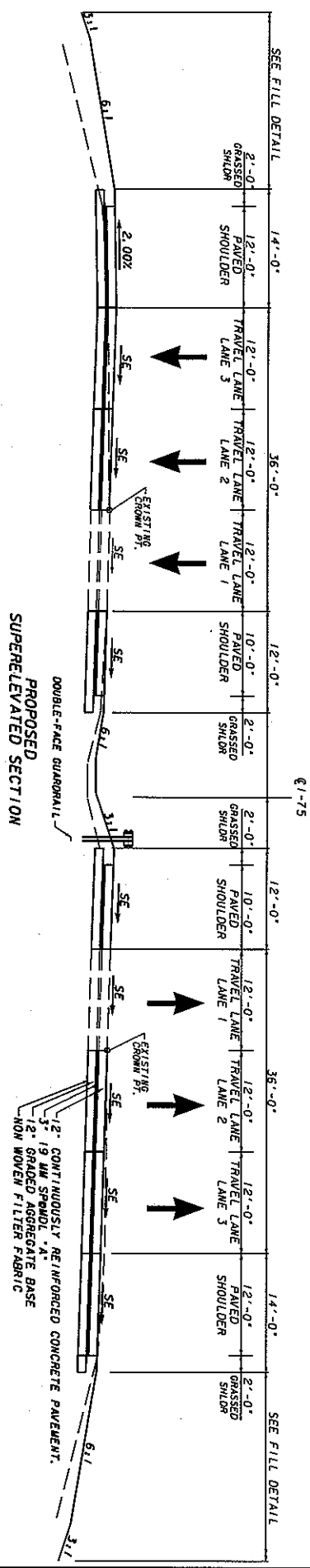
NOT TO SCALE

Project: CSNHS-M003-00(243), Dooly County **P.I. No.:** M003243
Description: I-75 Interstate Pavement Replacement from Crisp/Dooly County
 Line to C.R. 323/Pinehurst-Hawkinsville Road

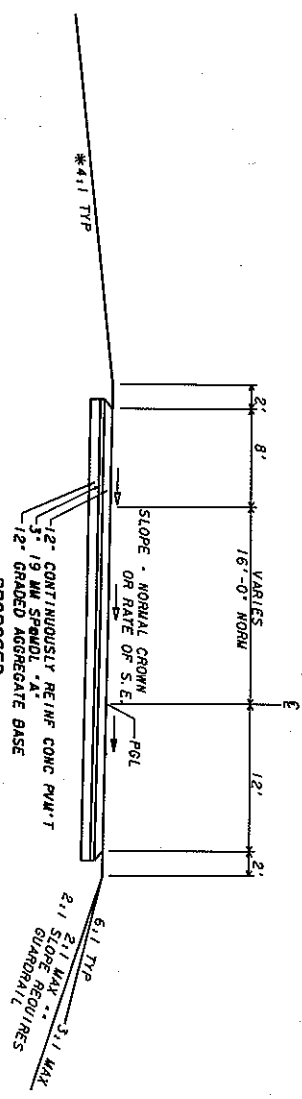
Project Description:

The proposed project involves the replacement of the existing concrete pavement and asphalt shoulders along Interstate 75. The project begins at Crisp/Dooly County line and ends at C.R.323/Pinehurst-Hawkinsville Road, for a total length of 11.3 miles. Interstate 75 consists of 3 lanes in each direction throughout the project corridor. The existing inside lanes in both directions will remain, while the center lane and the outside lane in both directions will be replaced with concrete pavement. The existing 10 foot paved inside shoulder is to be replaced with full depth pavement. The outside shoulder will be replaced with full depth pavement, as well as being widened from 10 feet to 12 feet. The existing median ditch will remain. Guardrails along the outside shoulders in the project corridor will be replaced. All work will be performed while maintaining minimum of 2 lanes of traffic in each direction at all times.





TS-02
APPLIES TO:
 STA 121+90.63 TO STA 140+74.02
 STA 391+88.65 TO STA 409+69.85
 STA 607+90.85 TO STA 621+86.91
 STA 689+29.63 TO STA 705+16.16



TS-03
APPLIES TO:
 RAMP A STA 10+00.00 TO STA 34+81.67
 RAMP B STA 10+00.00 TO STA 23+00.42
 RAMP C STA 10+00.00 TO STA 24+59.34
 RAMP D STA 10+00.00 TO STA 25+08.90

JBT
 J.B. TRIMBLE, INC.
 2550 HERMAN COURT, SE
 ATLANTA, GA 30339

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: CONSULTANT DESIGN
1-75	TYPICAL SECTION

Estimate Report for file "I-75 T.O.#10 New Scope ALT B2 - Contra Flow "

Section Pavement					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	636500	SY	18.30	GR AGGR BASE CRS, 12 INCH, INCL MATL	11647950.00
402-3113	14850	TN	68.50	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1017225.00
402-3121	36500	TN	60.10	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2193650.00
402-3190	113395	TN	67.50	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	7654162.50
407-0020	238656	LF	2.24	ASPHALT-RUBBER JOINT AND CRACK SEAL, TP S	534589.44
430-1220	331500	SY	64.00	CONT REINF CONC PVMT, CL HES CONC, 12 INCH THK	21216000.00
433-1300	933	SY	206.00	REINF CONC APPROACH SLAB, INCL BARRIER	192198.00
452-1000	4000	CY	345.00	FULL DEPTH SLAB REPLACEMENT	1380000.00
456-2012	45	GLM	435.00	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	19575.00
461-1000	238656	LF	2.00	RESEALING ROADWAY JOINTS AND CRACKS, TP -	477312.00
609-1000	1350	SY	35.00	REMOVE ROADWAY SLAB	47250.00
Section Sub Total:					\$46,379,911.94

Section Traffic Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	2830000.00	TRAFFIC CONTROL -	2830000.00
150-5010	10	EA	18105.00	TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR	181050.00
150-9011	4800	HR	60.00	TRAFFIC CONTROL - WORKZONE LAW ENFORCEMENT (CONTRACTOR BIDS)	288000.00
620-0100	120000	LF	35.00	TEMPORARY BARRIER, METHOD NO. 1	4200000.00
Section Sub Total:					\$7,499,050.00

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0004	175	SY	77.25	CONC SLOPE PAV, 4 IN	13518.75
441-0204	24000	SY	34.00	PLAIN CONC DITCH PAVING, 4 IN	816000.00
441-0301	2	EA	2480.00	CONC SPILLWAY, TP 1	4960.00
550-1180	1000	LF	33.50	STORM DRAIN PIPE, 18 IN, H 1-10	33500.00
550-1240	200	LF	53.78	STORM DRAIN PIPE, 24 IN, H 1-10	10756.00
550-3515	18	EA	554.80	SAFETY END SECTION 15 IN, STORM DRAIN, 6:1 SLOPE	9986.40
550-3518	5	EA	932.41	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	4662.05
550-3524	2	EA	1056.80	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	2113.60
550-4215	72	EA	600.00	FLARED END SECTION 15 IN, STORM DRAIN	43200.00
550-4218	5	EA	682.60	FLARED END SECTION 18 IN, STORM DRAIN	3413.00
573-2006	15000	LF	35.50	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	532500.00
611-8040	93	EA	933.80	ADJUST DROP INLET TO GRADE	86843.40
615-1000	1200	LF	475.00	JACK OR BORE PIPE -	570000.00
668-2100	12	EA	4380.37	DROP INLET, GP 1	52564.44
Section Sub Total:					\$2,184,017.64

Section Lump					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	7000000.00	CLEARING & GRUBBING -	7000000.00
210-0100	1	LS	5085200.00	GRADING COMPLETE -	5085200.00
Section Sub Total:					\$12,085,200.00

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

163-0240	1590	TN	220.00	MULCH	349800.00
163-0502	121	EA	550.00	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	66550.00
163-0521	200	EA	360.00	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	72000.00
163-0550	105	EA	247.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	25935.00
165-0030	61600	LF	1.83	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	112728.00
165-0040	200	EA	230.00	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	46000.00
165-0050	500	LF	4.83	MAINTENANCE OF SILT RETENTION BARRIER	2415.00
165-0085	121	EA	313.22	MAINTENANCE OF SILT CONTROL GATE, TP 1	37899.62
165-0105	105	EA	117.00	MAINTENANCE OF INLET SEDIMENT TRAP	12285.00
170-1000	500	LF	19.00	FLOATING SILT RETENTION BARRIER	9500.00
171-0030	123200	LF	3.30	TEMPORARY SILT FENCE, TYPE C	406560.00
441-0204	400	SY	33.76	PLAIN CONC DITCH PAVING, 4 IN	13504.00
446-4000	685499	SY	1.01	NON-WOVEN FILTER FABRIC FULL WIDTH	692353.99
700-6910	159	AC	840.00	PERMANENT GRASSING	133560.00
700-7000	318	TN	60.80	AGRICULTURAL LIME	19334.40
700-7010	398	GL	26.50	LIQUID LIME	10547.00
700-8000	143	TN	317.00	FERTILIZER MIXED GRADE	45331.00
700-8100	7950	LB	2.50	FERTILIZER NITROGEN CONTENT	19875.00
Section Sub Total:					\$2,076,178.01

Section Guardrail

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-1055	77800	LF	2.00	REM GUARDRAIL	155600.00
610-1075	80	EA	700.00	REM GUARDRAIL ANCH, ALL TYPES	56000.00
641-1100	310	LF	54.90	GUARDRAIL, TP T	17019.00
641-1200	20000	LF	18.54	GUARDRAIL, TP W	370800.00
641-2100	310	LF	34.00	DBL FACED GUARDRAIL, TP T	10540.00
641-2200	59000	LF	23.54	DBL FACED GUARDRAIL, TP W	1388860.00
641-5001	30	EA	628.00	GUARDRAIL ANCHORAGE, TP 1	18840.00
641-5012	52	EA	1807.50	GUARDRAIL ANCHORAGE, TP 12	93990.00
Section Sub Total:					\$2,111,649.00

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	10	EA	30312.00	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	303120.00
657-4085	45	GLM	16626.50	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	748192.50
657-9210	23	LM	14880.81	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, WHITE	342258.63
657-9211	23	LM	15309.42	WET REFLECTIVE PREFORMED SOLID PAVEMENT MARKINGS, 5 INCH WIDE, YELLOW	352116.66
Section Sub Total:					\$1,745,687.79

Section Miscellaneous

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	12908.00	FIELD ENGINEERS OFFICE TP 3	12908.00
Section Sub Total:					\$12,908.00

Section Electric/Power Conduit

Item Number	Quantity	Units	Unit Price	Item Description	Cost
682-6120	4800	LF	16.33	CONDUIT, RIGID, 2 IN	78384.00
682-6222	59700	LF	7.02	CONDUIT, NONMETL, TP 2, 2 IN	419094.00
682-9010	2	EA	4398.61	SVC POLE RISER	8797.22
682-9020	13	EA	711.10	ELECTRICAL JUNCTION BOX	9244.30
Section Sub Total:					\$515,519.52

Total Estimated Cost: \$74,610,121.90

Granell, Jessica

From: Matthews, Tim [Tim.Matthews@dot.state.ga.us]
Sent: Tuesday, July 17, 2007 9:18 AM
To: Alexander, Angela; Granell, Jessica
Cc: Casey, Andy
Subject: RE: CSNHS-M003-00(243) Dooly County and CSNHS-M003-00(340)

Jessica,

In the original concept, we were uncertain if there was a need for a horizontal and vertical clearance variance. However, it was later determined that we did not have the clearance issues. After discussions between Andy Casey (former PM) and David Painter (FHWA), a decision was made to remove the potential for horizontal and vertical clearance variances via the revised concept report. The revised concept report shows correct in that there are no clearance issues for these projects. Sorry for the confusion on this one. Let me know if you have any other questions or concerns.

Thanks so much,

Tim W. Matthews, E.I.T.

Design Group Manager
 Office of Road and Airport Design
 Phone: 404-656-5406

From: Alexander, Angela
Sent: Monday, July 16, 2007 4:50 PM
To: Granell, Jessica; Matthews, Tim
Subject: RE: CSNHS-M003-00(243) Dooly County and CSNHS-M003-00(340)

Hi Jessica,

I'm afraid I can't answer your question but I am forwarding your e-mail to the Project Manager for these two projects and asking that he assist you. Please let me know if you need any further assistance.

Thanks

*Angela J. Alexander
 State Transportation Planning Administrator
 Office: (404) 656-5411
 Cell: (404) 895-4945*



GO PACK!!

From: Granell, Jessica [mailto:Jessica.Granell@fhwa.dot.gov]
Sent: Monday, July 16, 2007 3:11 PM
To: Alexander, Angela
Subject: CSNHS-M003-00(243) Dooly County and CSNHS-M003-00(340)

7/23/2007